

POLICIES & PROCEDURES

**SUBJECT: INSTALLATION OF SPEED HUMPS ON PUBLIC STREETS
WITHIN THE CITY OF PASO ROBLES**

Speed humps may be considered on residential streets and residential collector streets in the City of Paso Robles when all criteria, as indicated below, are satisfied.

Requests: Requests for speed humps should be supported by written documentation that demonstrates substantial interest in the roadway design features is present on the specific street being considered. To that end, a petition bearing the name, address and telephone number of at least sixty percent (60%) of the affected residents requesting the humps should be submitted. The initial submittal may be directed to the Streets & Utilities Committee, City of Paso Robles, 1000 Spring Street, Paso Robles, CA 93446.

The City Council is to make the final determination on all speed hump installations.

The Speed Hump: All speed humps shall consist of deflections in the paved roadway surface, that provide for a uniformly varying height to a maximum of $2 \frac{5}{8}$ " \pm " $\frac{1}{8}$ " over a 12' long base. The construction, markings and warning of the hump shall comply with standards developed by the City's Public Works Department.

The Street: All streets considered for speed humps shall be a minimum of $\frac{1}{4}$ mile in length and qualify for a 25 MPH speed limit. Streets on the City's Circulation Element in the General Plan designated as arterial streets shall not be considered for speed humps.

The grade of the street should not exceed a sustained grade of six percent (6%). Exception for street grades up to eight percent (8%) may be allowed where the steeper grade prevails over relative short distances. The maximum length of six plus percent (6%+) grade should be limited to no more than 400'. Very short grades of up to ten percent (10%) could be tolerated. The length of grade in this category should not exceed 200'.

The Location: Speed humps should generally be installed at approximately 400' spacing. If street lighting exists on the street, humps should be installed as close as possible to the lights for maximum illumination. Care should be taken to avoid driveways and manholes. On curving streets, the humps should be placed at or near tangent sections of roadway. Care should also be taken with regard to visibility over crest vertical curves. The minimum number of humps constructed on any street should be three (3).

Traffic Volume: Streets should have a minimum daily volume of two thousand (2,000) vehicles before humps are considered. This volume of traffic is the level at which the residential character of a street is compromised.

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Traffic Speeds: A speed survey should demonstrate that sixty percent (60%) of the vehicles on the street are exceeding the 25 MPH speed limit, or the posted advisory speed if it is less than 25 MPH. Furthermore, the finding of excessive speed should be made only after attempts at controlling the speed using specialized enforcement has proven ineffective.

Prioritization: In the event several requests for speed humps are pending at any given time; 1) those with the greatest incident of reported accidents involving excessive speed; and 2) those locations with the highest volume of traffic should be given the highest priority.

Standards: Where streets do not meet City engineering standards for street width, the City Council may consider speed humps on a case-by-case basis.

Removal: The removal of any hump, or series of humps, should be considered following the same procedures used to determine the installation.

END

The above criteria for speed humps was approved and adopted by the City Council of the City of El Paso de Robles at the regular meeting held December 19, 1995, Resolution No. 95-176.